STEAMER TO RUN CARS: <EM><SPAN CLASS="HIT">LORD</SPAN></EM> <EM><SPA
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STEAMER TO RUN CARS

Lord Baltimore Will Help Carry Christmas Shoppers.

GREAT DEMAND FOR CURRENT

The Boat Is Moored At Pratt Stree Power House And Its Engines Ar Being Hitched To Car System.

The United Railways and Electric Company has engaged the Ericsson Line steamer Lord Baltimore as an adjunct for supplying steam at the Pratt street power house. The vessel is now berthed in Long Dock, and its boilers are being connected by pipes with those of the power house, so that the two can work in common. This connection probably will be completed today and the steamer be put in use.

The necessity for this additional steam power was explained on the ground of the unusual demand made upon the power plant during the holiday season and because of the additional current needed in running the heavy new cars of the railways company, about 100 of which are now in use.

To meet the emergency the company has also placed into active use the power houses on Gilmor, Carey and Preston streets. These three have been out of commission for a long time, but the demand for power has increased so urgently of late that it was found necessary to start them up again. Even with this additional force, the current was insufficient to meet all demands, and a help to the steam capacity of the Pratt street house, which is the main station of the United Railways power supply, became essential.

Unusual Demands For Current.

It was explained that the railways company is under contract with the United Electric Light and Power Company to supply to it all of the railways' surplus current. The power company is building its own plant at Curtis Bay, but this will not be completed and ready for use until next May. In the meantime it relies on the United Railways company for its electric current under the contract. Ordinarily, it is said, the surplus power generated at the Pratt street plant is capable of meeting the needs of the railways company and the lighting company as well.

At this period, however, the demand for current is abnormal. More cars are run after night to meet the demands of shopping patrons. These are of higher speed than those formerly used and require a greater force to propel them. The users of electricity for lighting purposes in the shopping districts need a greater current because their places of business are kept open laetr and more electric power is consumed in consequence.

It was this emergency which confronted both corporations, and the difficulty has been partly overcome by the employment of additional steam power through the Lord Baltimore. After the pipes are connected with her boilers and those of the power house the steamer's engines will work in the same way as if she were making her usual trip. Instead of working the propellers, however, the force will go into the boilers of the United Railways plant on shore and aid in the generation of electricity. The steamer's propellers have been disconnected while engaged in this service. She has the capacity of making 20 knots an hour and is one of the fast day boats plying between here and Philadelphia.

Temporary Expedient.

The work will be only temporary, and it is thought the extra steam service may not be needed after the demands of the holiday season cease. The power furnished by this means is in the sections of the city covered by the subway service. It was emphatically stated that it in no way lessens the efficiency of the street-car service. The contract with the power company can, it is stated, be abrogated at any time that it interferes with the running of cars on satisfactory schedules. Heretofore there has been no trouble in meeting all requirements and it is only the exigencies of the season which require the additional steam-generating power at this time.

It was also stated that the excess of smoke emitted from the Pratt street power house of late has been due to the fact of the boilers being unusually forced to meet the emergency confronting the company. With the additional steam power obtained, this trouble will be obviated, it is thought, and the company's officers now regard themselves as being in good condition to meet all the present abnormal requirements.

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